

Berwyn Depot District Parking Plan

Existing Conditions Report

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Supplemental Background Research

The following section contains a review of previous plans and reports completed for the City of Berwyn as well as data and analysis of information that may impact a community's parking conditions. Finally, there is more detailed information gathered from the public outreach activities completed to date.

Previous Plans Studies, and Reports

A number of studies have been conducted for the City of Berwyn, and its Depot District in recent years; below are some highlights from those efforts. The following plans, studies and reports are reviewed in this section:

- Berwyn Active Transportation Plan
- City of Berwyn Comprehensive Plan
- City of Berwyn Zoning Ordinance Update
- City of Berwyn and Metra Parking Data
- City of Berwyn Tax Increment Financing Districts Design Guidelines
- Tax Increment Financing Districts
- Homes for a Changing Region
- MacNeal Hospital Parking Study
- Berwyn Transit Oriented Development Study

Key Findings

The following are key conclusions regarding the recommendations of existing plans, studies and reports that help guide the City. Moving forward in the planning process, these key findings will help shape and inform the parking study recommendations.

- The City of Berwyn has a history of creating long-range planning documents that have been used successfully to help guide growth and redevelopment.
- The City supports parking initiatives as shown by their adopted Comprehensive Plan. Many relevant recommendations that are included in the plan will be carried forward in the final Berwyn Depot District Parking Plan.
- CMAP is currently working with the City and the Berwyn Development Corporation (BDC) to update their development regulations. The development regulations are being updated in order to better align the City's zoning code and ordinances with the Comprehensive Plan, other recent planning documents, and current land use practices. As the Parking Study is being created, staff will make sure that both documents support each other's recommendations.
- The Berwyn Transit Oriented Development Plan recommendations aim to improve access to the train stations through a high-quality promenade connecting all three stations, renovation of existing stations, and higher density mixed-use developments. The plan also calls for additional parks and streetscaping improvements.
- The Berwyn Active Transportation Plan provides policy and programming recommendations to help improve pedestrian and bike movement throughout the community. Short-term policies include adopting a Safe Park Zones Ordinance, establishing pedestrian right-of-way on sidewalks, designating bus stops as no-parking zones, adopting an official Traffic Calming



Policy, and conducting community events to encourage ridership and increase awareness of cycling.

Berwyn Active Transportation Plan

October 2011

Presented by Active Transportation Alliance

<http://www.berwyn-il.gov/Portals/0/PDFs/Forms/berwynactivetransportationplan.pdf>

One of the major indicators of community health is the amount of non-motorized access to key destinations. Berwyn's residential neighborhoods have an excellent network of pedestrian sidewalks and crosswalks that allow safe movement. However, there is a need to improve pedestrian movement between neighborhoods and commercial areas, especially high traffic east-west corridors that restrict pedestrian movement from one neighborhood to another.

The Complete Streets Policy Ordinance and Active Transportation Plan provide policy and programming recommendations to help improve pedestrian and bike movement through the community. The Active Transportation Plan identifies implementation priorities in the short, mid, and long term. The City should prioritize the implementation of short-term policy, education, community encouragement, and enforcement actions identified within the Plan and ensure that they are funded within the City's annual budget. Short-term policies include adopting a Safe Park Zones Ordinance, establishing pedestrian right-of-way on sidewalks, designating bus stops as no-parking zones, adopting an official Traffic Calming Policy, and conducting community events to encourage transit ridership and increase awareness.

Small shifts in the habits of Depot District visitors and employees can reduce parking needs. If more people were using active transportation for some trips, it would help to alleviate parking problems, activate the sidewalks, and improve public health. This parking study should align recommendations with the recommendations proposed in the Active Transportation Plan.

City of Berwyn Comprehensive Plan

Adopted 2012

Prepared by the City of Berwyn with assistance from CMAP

<http://www.cmap.illinois.gov/programs-and-resources/lta/berwyn>

In August 2012, the City of Berwyn adopted a Comprehensive Plan in partnership with BDC and CMAP's Local Technical Assistance (LTA) program to define its vision for the future and the steps needed to make that vision a reality. In addition to providing a well-defined framework for the community's development and investment goals, the City of Berwyn's Comprehensive Plan seeks to explore and promote new opportunities and changing community trends.

The Comprehensive Plan called for a range of policies and infrastructural changes that would improve Berwyn's livability and encourage business activity, active transportation, and walkability. While the recommendations are not parking-specific, many of them have indirect impacts on parking. There is a



recommendation to create a plaza south of the Berwyn Metra station that would remove some parking and transfer demand to the top level of the parking garage. The Plan also calls for working with the hospital to determine their future needs for parking and access; improving bicycling, walking, and transit usage; designating bus stops as “no parking” zones and enforcing them; and adopting traffic calming policies.

City of Berwyn Zoning Ordinance Update

Zoning Ordinance Update Underway

Being prepared by CMAP

<http://www.cmap.illinois.gov/programs-and-resources/lta/berwyn-zoning>

In conjunction with CMAP, Berwyn is currently updating its development regulations in order to better align the City’s zoning and subdivisions ordinances with the Comprehensive Plan, other recent planning documents, and current land use practices.

With support from CMAP’s LTA program, this development regulations update will be built around a community-based process that reflects the interests and needs of both residential and commercial property owners, as well as other community stakeholders. Key themes of this ordinance update will include removing barriers to green practices, promoting sustainable development, and creating favorable conditions for the implementation of the City’s current planning documents. In particular, regulatory revisions will focus on updating the City’s zoning districts; permitted uses; parking and loading; landscaping and buffering; signage; administrative provisions; and subdivision requirements.

As the Depot District Parking Study is being prepared, CMAP staff will continue to communicate with each other to understand where recommendations can be supported. Any design recommendations that are developed through this plan will be supported by the Zoning Ordinance Update, and incorporated into their documents and ordinances.

Homes for a Changing Region

Created 2012

Prepared by CMAP, Metropolitan Mayors Caucus, West Cook County Housing Collaborative, and Metropolitan Planning Council.

<http://tinyurl.com/BerwynHousing>

In 2012, the Metropolitan Mayors Caucus (MMC), the West Cook County Housing Collaborative, the Chicago Metropolitan Agency for Planning (CMAP), and the Metropolitan Planning Council (MPC) collaborated on a Homes for a Changing Region study with five West Cook County communities – Bellwood, Berwyn, Forest Park, Maywood and Oak Park. The report explores the benefits of sub-regional collaboration and provides housing policy action plans for each of the participating communities. The report enables municipal leaders to chart future demand and supply trends for housing in their communities and develop long-term housing plans. These plans aims to create a balanced mix of housing, serve current and future populations, and enhance livability.



Berwyn's existing housing capacity meets CMAP's population forecast. The report estimates that "a 'balanced housing' profile with demand for about 505 additional single family, 69 townhome and 2,334 multifamily homes between now and 2030" would be appropriate. This future demand can be accommodated either by vacancy, redevelopment or new construction. There is capacity for mixed-use, multifamily development in commercial zones and along retail corridors. Depending on the results of this parking study and future transportation goals, targeted parking management strategies will be needed to maintain a good balance of parking supply and demand for the City.

Resident feedback, along with recent transit oriented development plans, helped shape the recommended strategies for this area. The study called for preservation of a historic bank building, the creation of open space, a proposed pedestrian promenade connecting the three Metra stations, and the use of traffic calming measures to create a "festival street" feel.

The Depot District Parking Study should ensure that future housing developments within the Depot District are supported. In addition, if and when the vacant parcels identified as key redevelopment sites (Figure 1) are redeveloped, parking needs should be evaluated and included in site designs.

Figure 1. Concept map for future development



Source: Housing Plan: Berwyn, Homes For A Changing Region



City of Berwyn Tax Increment Financing Districts Design Guidelines

Various Dates

http://www.berwyn.net/images/documents/design_guidelines.pdf

The Berwyn Development Corporation created a set of design guidelines to help protect, enhance, and preserve the character of Berwyn and its historic elements. The study focuses on commercial districts and is offered as a set of suggestions for developers, architects, property owners, and contractors.

Parking is one component of the guidelines. Adequate parking within the commercial area is important to support local businesses. Curb parking should continue to be made available within each district and its intersecting side streets. Off-street parking lots should be designed and located so that they are safe, efficient, and do not destroy the character of the district. Mid-block, shared parking lots with landscaping and fencing are preferred. The guidelines include further specifics on landscaping and placement of parking lots within commercial areas.

MacNeal Hospital Parking Study

In 2006, MacNeal Hospital hired Walker Parking Consultants, a parking consultant and parking garage design firm, to conduct a parking study to project future demand for employee and visitor parking at the hospital through 2015. The study recommended an additional 573 spaces be constructed at an estimated cost of approximately \$13 million—far below 2014 cost estimates for parking structures. Current rates for structured parking would increase the cost estimate to approximately \$20 million, with a 771-space structure to replace an existing surface lot at a cost of over \$25,000 per space.

The study found that the remote employee parking lot has significant excess capacity, operating at about 40 percent occupancy. The remote parking lot is located three blocks from the hospital between Oak park Avenue and East Avenue, north of BNSF rail tracks. It is approximately a ten-minute walk from the MacNeal hospital and there is a free shuttle bus that runs continuously between the remote lot and the hospital at peak periods, and on-demand during off-peak hours.

The study did not analyze any parking strategies that could lower the demand for parking, such as preferential parking for carpoolers, financial incentives for using public transportation or riding bicycles to work, or implementing paid parking. The study also estimated that approximately 100 employees were regularly parking on city streets or in non-hospital lots, despite the option of free hospital parking with excess capacity at the remote lot. This reinforces the suggestion that on-street parking enforcement is not strict enough to curb abuse by local employees.



Figure 2. MacNeal Hospital



Berwyn Transit Oriented Development Study

Adopted 2008

Prepared by Town Builders Studio

http://www.berwyn-il.gov/Portals/0/pdfs/clerk/bdc_transit_oriented_devel_study-oct2008.pdf

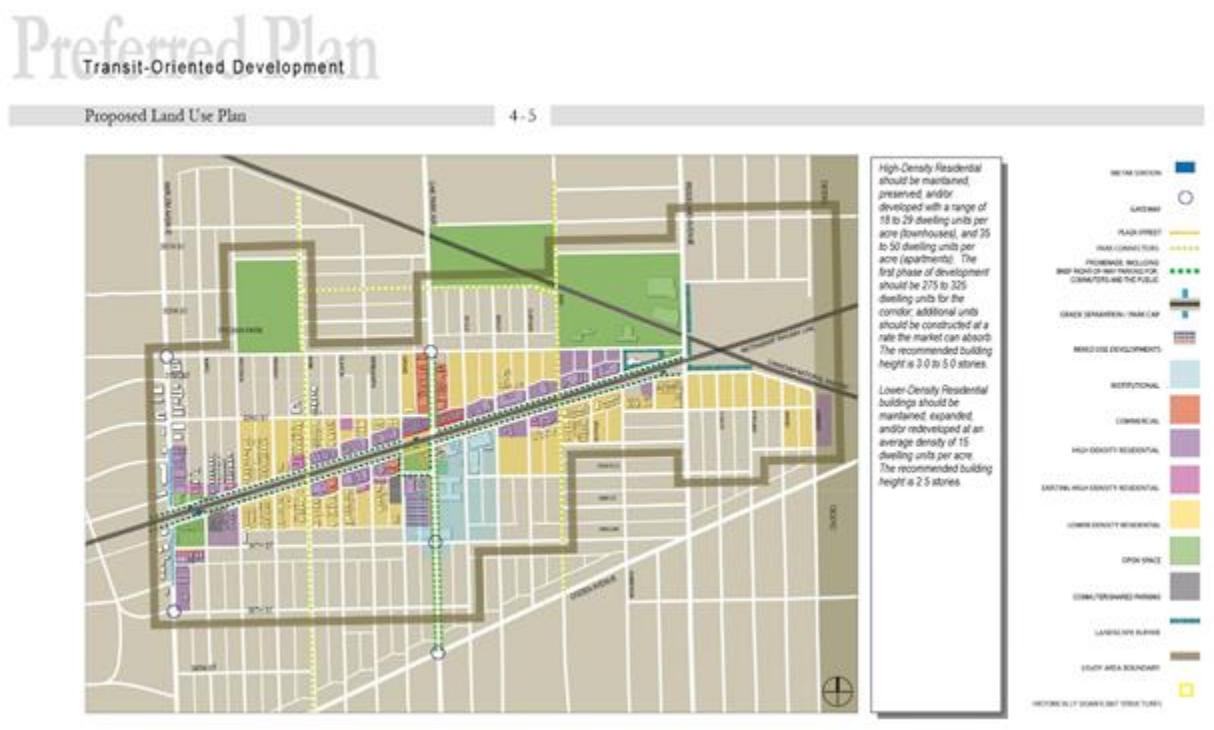
Between 2007 and 2008, Town Builder Studios developed a transit-oriented development (TOD) study for the City of Berwyn under contract with the Regional Transportation Authority. This study provides a 20-year vision in order to guide development along Berwyn's three stations on the Metra/BNSF Railway –Harlem Avenue, Berwyn, and LaVergne (Figure 3). Under the study's recommendations, the TOD district of Berwyn is developed into the new heart of the community, including a landscaped high-density residential promenade connecting concentrations of retail, restaurant, entertainment, and office uses surrounding each train station.

The Berwyn TOD study consists of four sub-area plans: the Promenade district as well as each train station. In addition, the plan includes design guidelines for future transit-based development. Improvements recommended include a high-quality promenade connecting all three stations, renovation of existing stations, higher density mixed-use developments and new "kiss and ride" drop off areas. The plan also calls for additional parks and streetscaping improvements and a grade-separated crossing at Harlem. Also, this study recommends the concentration of commercial and office uses in the Depot District – a new downtown surrounding the Berwyn Station along the Promenade. According to this plan, this area should be targeted for development of new, dense mixed-use buildings. The area's surrounding the other train stations would be largely targeted for residences and



open spaces.

Figure 3. Proposed Transit-Oriented Land Use Plan



Source: Berwyn TOD Study Report, Town Builders Studio

Figure 4. Berwyn Station Central Plaza graphics

Existing (Google Street View)



Proposed (Fregonese)



Source: Google and Fregonese Associates for CMAP Homes for a Changing Region

Regional Context

This section provides an overview of how Berwyn and the Depot District fit into the larger northeastern Illinois region. Having a broad perspective of how the City formed and how it is situated in the region will aid in both the understanding of existing conditions and in identifying potential opportunities or issues that may need to be addressed.

History of the Depot District

Envisioned as an affluent community with unique amenities and a higher quality of life for residents, the first “Berwyn” was part of an area then known as LaVergne. Along what was then the CB & Q railroad track, there were stations at LaVergne and at Harlem. Two developers, Charles Piper and Wilbur Andrews, built a station at Oak Park Avenue and convinced the railroads to stop at what is now known as the Depot District. From the early 1900s, many bungalow homes and residences were constructed to accommodate the growing population. The City went from just under 6,000 people in 1910 to over 47,000 in 1930.¹ To this day, Berwyn retains much of its historic stock of brick bungalows and commercial buildings that help retain its sense of place.

MacNeal Hospital, the largest employer in the City, has been providing medical care in the City of Berwyn for nearly a century. The presence of the hospital, and its numerous patients and employees, has helped to fuel many health-care related businesses in the Depot District. Restaurants and convenience stores also cater to the needs of patients, employees, and hospital visitors. Although many industrial businesses have since moved out of the City, a majority of people in Berwyn are long-time residents who live in Berwyn and commute to their place of work on a daily basis. While health care/social assistance work and retail remain major job categories within Berwyn, employment in these areas has decreased in recent years. Educational services, reflecting changes in the city’s population, are growing. Berwyn’s largest employers are MacNeal Hospital, Morton West High School, and the City of Berwyn.

Regional Setting

From a regional perspective, the Depot District is centrally located in the midst of Chicagoland’s transportation infrastructure. The City is home to a combination of railroads, interstate highways, and is in close proximity to Midway International Airport (5 miles) and O’Hare International Airport (13 miles), the nation’s second largest airport. These attributes connect the City to the region and country, opening its door to economic and physical development opportunities.

The Depot District is the area surrounding the three Metra commuter rail stations (Harlem Avenue, Berwyn at Oak Park Avenue, and LaVergne at Ridgeland Avenue), part of the South Berwyn neighborhood. MacNeal Hospital sits at the center of the District and is the major employer of the area. Other local medical offices populate the area, as well as restaurants, bars, and small boutique shops. The study area for this project does not extend all the way to the LaVergne station.

Geographically, Berwyn is located just outside of the City of Chicago’s corporate limits and forms part

¹ <http://berwynhistoricalsociety.org/2010/05/how-it-all-started/>



of the west suburban region. The communities of Cicero, Forest Park, Lyons, North Riverside, Oak Park, Riverside, and Stickney surround the City. Four major routes run east-west through the City: Roosevelt Road on the north, Cermak Road and Ogden Avenue through the center, and Pershing Road through the south. The City is also close to Interstate 290 on the north (0.5 miles), Interstate 55 on the south (1.3 miles), and Interstate 249 on the west (6.1 miles). Berwyn has three Metra Commuter rail stations along the BNSF Railway Line: LaVergne Station, Berwyn Station, and Harlem Avenue station. In addition, seven pace bus routes and one CTA bus route run throughout the City. The total population of Berwyn is 56,800 in an area of 3.9 square miles.

Berwyn Depot District and GO TO 2040

The cumulative choices of 284 municipalities and seven counties determine quality of life and economic prosperity across our region. With local autonomy over land use comes the responsibility to consider how those decisions shape a community's livability, including how they affect neighboring communities and the region as a whole. The GO TO 2040 plan strives to balance the need for local autonomy and regional cooperation. It provides principles that municipalities and counties can apply when they decide how and where development should happen or which infrastructure investments to make in their communities. The plan recommends supporting local planning through grant programs, infrastructure investments to implement plans, technical assistance, and collaboration between municipalities on shared priorities.

Of GO TO 2040's four themes – livable communities, human capital, efficient governance, and regional mobility – parking has a direct impact on the livability of our communities and the ability of our region's residents to move around in the region. Parking is one of the largest single land uses in our municipalities. Besides encouraging auto use, having an excessive supply of parking makes walking and bicycling unpleasant and unsafe, it adds to flooding and pollution problems, and it makes housing more expensive. At the same time, parking is necessary to support a community's local businesses. By assessing existing parking and finding opportunities to utilize parking more efficiently in the Depot District, Berwyn is helping the region meet its goals.

One of the central goals of GO TO 2040 is to make our region a better place to live, by directing investment toward policies that strengthen existing communities, and by finding opportunities to encourage new development in livable communities that are walkable and designed for a mix of uses. While CMAP can help local governments address the issues of livability in their communities, development decisions will continue to be made locally. The recommendations proposed at the end of this project will only be implemented with the full support of the City of Berwyn.

The full plan, as well as an executive summary, can be found at www.cmap.illinois.gov/about/2040

Community Context and Travel Behavior

The demographic analysis helps to identify the unique characteristics of a community's population while identifying significant shifts that have occurred over time. Data discussed in this section comes from the 2000 U.S. Census, 2008-2012 American Community Survey, and the 2010 U.S. Census, all collected by the U.S. Census Bureau. For comparisons and trend analysis, data was also gathered for



the same periods for Cook County and the seven-county Chicago Metropolitan region. It was not possible to separate the Depot District data from the City of Berwyn data, so this analysis is for the entire City of Berwyn.

Key Findings

- Latino population grew by 64 percent in the last decade; African –Americans represent a small, but increasing percentage (6%) in Berwyn.
- Berwyn is one of the few communities that have seen a decrease in median age.
- Although Berwyn has seen a decrease in its median age, in part due to the influx of younger residents, many of these individuals do not pursue higher education that would attract high-skill jobs to the city.
- Most of Berwyn’s residents are employed in professions that do not require advanced education, such as manufacturing, retail trade, healthcare and social assistance, and accommodation and food services sectors.

Demographic profile and analysis

Berwyn can be characterized generally as a moderate-income community, with significant pockets of middle-class and working-class family households. With a population of 56,657 people, Berwyn is a medium-sized, compact community compared to most municipalities in the Chicago metropolitan region (Table 1). Its housing stock is a balanced mix of single-family homes and multifamily structures, with most of those being in the 2-6 unit range. According to the U.S. Census and American Community Survey data, Berwyn has seen significant increase in its average household size, unlike Cook County which has seen a decrease in size of households (Table 2). The average household size in Berwyn is 2.99 compared to 2.60 for the county and 2.73 for region. Berwyn has one of the largest and most affordable stock of single-family homes in the region, which encourages the migration of families from neighboring communities.

Table 1. Population, Households, Household Size, 2010

	Berwyn	Cook County	Chicago Region
Population	56,657	5,194,675	8,431,386
Households	18,910	1,966,356	3,088,156
Average Household Size	2.99	2.60	2.73
Source: 2010 Census			

Table 2. Comparison of Average Household Size, 2000-2010

	Berwyn	Cook County	Chicago Region
2000	2.73	2.68	2.72
2010	2.99	2.60	2.73
Pct. Change	9.5%	-3.0%	0.4%
Source: 2000 Census, 2010 Census			



As shown in Table 3, Berwyn experienced a moderate increase in population in the last decade. Between 2000 and 2010, the City's population increased by nearly five percent (from 54,016 to 56,657 residents) compared to the decline in Cook County's overall population. During the same period, Cook County's populations dropped by 3.4 percent, while the population of the Chicago metropolitan region grew by 3.5 percent.

Table 3. Population and Household Change, 2000-2010

	Berwyn	Cook County	Chicago Region
Population, 2000	54,016	5,376,741	8,146,264
Population, 2010	56,657	5,194,675	8,431,386
Change, 2000-10	2,641	-182,066	285,122
Change as %, 2000-10	4.9%	-3.4%	3.5%
Source: 2000 Census, 2010 Census			

In recent years, the diversity of the population in Berwyn has been increasing, primarily the Latino and Hispanic population, as well as the African-American population (Table 4 and 7). Latinos now constitute the majority of residents in Berwyn. As of 2010, Berwyn residents consisted of 59 percent Latino, up from 38 percent in 2000. The growth in the Latino population reflects similar trends in the county and region. The white population has declined from 56 percent to 31 percent in the last decade. The African-American population increased from one percent to six percent of the total population. The Asian population increased very slightly, but the increase was low compared to Cook County and the metropolitan region.

Table 4. Race and Ethnicity by Count and Percent, 2010

	Berwyn		Cook County		Region	
	Count	Percent	Count	Percent	Count	Percent
White	17,592	31.1%	2,278,358	43.9%	4,486,557	53.2%
Hispanic or Latino*	33,676	59.4%	1,244,762	24.0%	1,823,609	21.6%
Black or African American	3,373	6.0%	1,265,778	24.4%	1,465,417	17.4%
Asian	1,362	2.4%	318,869	6.1%	513,694	6.1%
Other**	654	1.2%	86,908	1.7%	142,109	1.7%
Total Population	56,657	100.0%	5,194,675	100.0%	8,431,386	100.0%
* Includes Hispanic or Latino residents of any race						
** Includes American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander, some other race, and two or more races						
Source: 2010 Census						

Table 5. Change in Race and Ethnicity by Count and Percent within Berwyn 2000-2010

	Berwyn		Cook County		Region	
	Change in Population	Percent Change	Change in Population	Percent Change	Change in Population	Percent Change



White	-12,884	-42.3%	-280,351	-11.0%	-200,702	-4.3%
Hispanic or Latino*	13,133	63.9%	173,022	16.1%	414,407	29.4%
Black or African American	2,785	473.6%	-124,670	-9.0%	-72,117	-4.7%
Asian	11	0.8%	61,026	23.7%	137,701	36.6%
Other**	-404	-38.2%	-11,093	-11.3%	5,833	4.3%
Total	2,641	4.9%	-182,066	-3.4%	285,122	3.5%
* Includes Hispanic or Latino residents of any race ** Includes American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander, some other race, and two or more races Source: 2010 Census						

In contrast to Cook County and the Chicago metropolitan region, Berwyn is growing younger (Table 6). The median age of Berwyn residents in 2010 was 32.9, which is lower than that of Cook County (35.3) and the Chicago region (35.5). While the median age of Berwyn residents declined by 2.7 percent between 2000 and 2010, it increased by about five percent in Cook County as well in the Chicago metropolitan region.

Table 6. Age Cohorts and Median Age, 2010

	Berwyn		Cook County		Region	
	Count	%	Count	%	Count	%
Under 19 years	17,411	30.7%	1,374,096	26.5%	2,346,937	27.8%
20 to 34 years	12,767	22.5%	1,204,066	23.2%	1,790,049	21.2%
35 to 49 years	12,239	21.6%	1,067,351	20.5%	1,807,886	21.4%
50 to 64 years	8,932	15.8%	928,833	17.9%	1,534,488	18.2%
65 to 79 years	3,695	6.5%	436,799	8.4%	679,470	8.1%
80 years and over	1,613	2.8%	183,530	3.5%	272,556	3.2%
Total Population	56,657	100.0%	5,194,675	100.0%	8,431,386	100.0%

2000 Median Age	33.8	33.6	33.8
2010 Median Age	32.9	35.3	35.5
Pct. Change	-2.7%	5.1%	5.0%
Source: 2000 Census, 2010 Census			

Land Use and Destinations

The land use section describes the existing land use and development conditions within Berwyn with a focus on types of uses, existing zoning, and the built environment. The information in this section has been obtained from CMAP's Geographic Information System (GIS) database and a visual assessment of the community undertaken by the project team for Berwyn's Comprehensive Plan in August 2011.

Key Findings



- Almost all land in Berwyn is developed with over 80 percent of the land area occupied by residential uses. With vacant land lacking, opportunities for future growth depend on redevelopment of underutilized properties.
- The lack of large vacant parcels in the Depot District, or in the city in general, limits opportunities for large-scale new development involving multiple or large parcels. However, opportunities exist to enhance the commercial district and the surrounding residential neighborhoods through redevelopment of underutilized properties and prioritization of context-sensitive infill development. Existing businesses or residential buildings looking to increase their footprint in the Depot District have to build vertically due to the small parcel sizes.
- Commercial uses in the City of Berwyn are spread out and auto-oriented, but the Depot District exhibits great potential for a pedestrian-friendly mixed-use district.
- Berwyn's primary commercial corridors, Cermak Road and Ogden Avenue, are auto-oriented retail corridors with commercial uses spanning the entire width of the community. However, the presence of Metra stations and a new high-rise mixed-use development right at the center of the Depot District offers great opportunity to transform the commercial district into a pedestrian-friendly mixed-use district with a retail core around the Berwyn Metra Station and MacNeal Hospital.
- Berwyn lacks a large concentration of industrial or office uses, which makes the City overly reliant on retail and medical uses as its economic base.
- The city boasts a considerable amount of commercial uses lined along the major thoroughfares running through the community or along its municipal boundaries. Despite having high number of retail establishments, Berwyn generates substantially less in retail sales on a per capita basis than the regional average. The medical offices and MacNeal Hospital are a large source of economic activity for the Depot District and they bring unique challenges for parking and traffic—especially at shift changes.

Berwyn is a well-established community where residential neighborhoods are almost entirely built out. Existing land uses in the community include residential, commercial, institutional, industrial and open space. Currently, single-family residential use is the dominant land use, accounting for over 70 percent of the total land area in Berwyn. Multi-family residences only occupy about 10 percent of the city's total land area.

Non-residential uses such as commercial, mixed-use and industrial are generally located along the major arterials, including Ogden Avenue, Cermak Road, Roosevelt Road, and Harlem Avenue. Cermak Road and Ogden Avenue features the highest concentration of commercial and mixed-use developments, including offices. The city has a considerable amount of retail uses lined along the major thoroughfares running through the community or along its municipal boundaries. Institutional uses are spread out throughout the community.

Table 6.12a breaks down land use category for the entire city, providing a baseline perspective on the current conditions. The amount of acres in each category was calculated using parcel data, leaving out all roads and right-of-ways.



Within the Depot District, Berwyn's traditional downtown, parcels range in size from just over an acre to less than 3,000 square feet. The district contains a variety of higher density mixed use and institutional buildings. The District is built around the Berwyn Metra Station and MacNeal Hospital, one of Berwyn's largest employers.

Table 7. Acreage of Land Use Categories in Berwyn

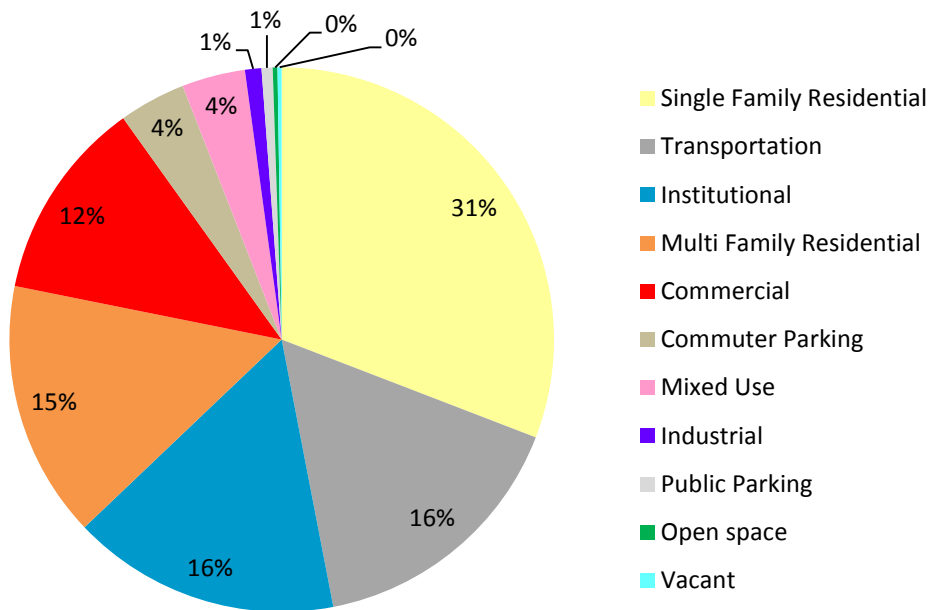
Land Use	Acres	%
Single-Family Residential	1753.8	70.3%
Commercial/Mixed Use	266.2	10.7%
Multi-Family Residential	245.9	9.8%
Institutional	112.6	4.9%
Open Space	50.1	2.0%
Transportation/Utilities/Communica	32.5	1.4%
Industrial	19.9	0.9%

Table 8. Land Use Acreage within the Depot District Study Area

Land Use	Acres	%
Single Family Residential	32.82	30.8%
Transport	17.14	16.1%
Institutional	16.95	15.9%
Multi-Family Residential	16.24	15.3%
Commercial	12.72	12.0%
Commuter Parking	4.22	4.0%
Mixed Use	4.00	3.8%
Industrial	1.04	1.0%
Public Parking	0.70	0.7%
Open space	0.30	0.3%
Vacant	0.26	0.2%
Total	106.39	100.0%



Figure 5. Percentage breakdown of land use in the study area



Residential

Single-Family Residential: Berwyn's single-family housing stock represents the largest total acreage of any land use in the city, accounting for 31 percent of the total land area in the study area. A majority of the single-family homes are located south of Cermak Road and consist of historic bungalow style brick buildings, occupying parcels that are generally small with limited options for additions. Most single-family homes have detached garages. Many families have more than one car and use residential permit parking. Some families use their garage for storage and park on the street, which is cheaper than paying for a storage unit.

Multi-Family Residential: Berwyn is home to a number of multi-family units, occupying approximately 10 percent of the city's total land area, and 15 percent of the study area. Unlike the single-family housing stock, multi-family units are diverse in terms of age, scale, and architectural style. Typologies include townhomes, two to three story condominiums, rental apartments, and newer high-rise mixed-use buildings. Areas with higher residential density may see higher parking occupancy rates on-street, as many older buildings have limited dedicated parking for tenants and Berwyn's vehicle ownership rate is relatively high for the level of transit and nearby bicycling trails. Various strategies can help reduce the parking needs and congestion for multi-family developments, such as unbundled parking, improved management of residential permits, and improved infrastructure for transit, walking, and bicycling.

Commercial

Commercial uses are associated with the provision of goods or services. They consist of parcels containing retail, office, and service-oriented businesses that serve the day-to-day needs of households



in a community. In Berwyn, commercial uses are lined along major thoroughfares running through the community or along its municipal boundaries. Within the Depot District, commercial uses account for approximately 12 percent of the total land area, primarily concentrated along Oak Park Avenue, Stanley Avenue and Windsor Avenue and mainly consist of restaurants, antique shops, and offices. Berwyn boasts a large number of small businesses, and commercial vacancies are relatively low with few for rent signs posted. The on-street parking, metered public parking lot, public parking garage, and various parking lots provide parking access for shoppers and visitors with some spaces experiencing congestion and others experiencing under-utilization.

Mixed Use

This land use category includes parcels that primarily consist of two or more of the following: residential, industrial, commercial, and/or office uses. The primary use may be residential (mixed-use residential) or commercial (mixed-use commercial), but two or more uses typically must exist in a single building. Mixed uses are mostly located along major commercial corridors including Cermak Road, Roosevelt Road and Ogden Avenue. A few can also be found along Ridgeland Avenue, Stanley Avenue, and Windsor Avenue. The Depot District contains a variety of higher-density mixed-use buildings with approximately 4 percent of the land area in the district consisting of mixed-use. The mixed use parcels are excellent candidates for shared parking resources, as is done for the businesses and residents in the development between Grove and Oak Park Avenue, just north of the train tracks. As a general practice, it is good to mix uses that have differing peak parking demands. For example, combining residential with office/ commercial, or movie theatres/ restaurants/ bars with office/ commercial would result in less overall parking needed than if the uses were separate.

Institutional

Institutional uses make up just five percent of Berwyn's total land area, but 16 percent of the Depot District study area. Berwyn is home to a number of educational institutions. Two schools, Heritage Middle School and Emerson Elementary School, are located within the Depot District study area. There are currently no higher education institutions (e.g. colleges or universities) in Berwyn. MacNeal Hospital, which is the largest employer in Berwyn, has a number of facilities located throughout the city and in adjacent communities. Its main hospital, a 427-bed fully accredited teaching facility, is located within the Depot District study area. Institutional uses typically provide their own parking.

Industrial

This land use category consists of parcels associated with activities intended for manufacturing, warehousing, assembly, and distribution. Industrial land uses tend to have larger footprints and may include ancillary uses such as office and parking facilities. The City of Berwyn contains very few industrial parcels with industrial parcels constituting only one percent of the city's total land area. Industrial uses in Berwyn range from storage to landscaping companies, light manufacturing and heavy industry. The most significant industrial business in the city is the Vanguard distribution facility, which lies north of the LaVergne Metra Station, and adjacent to the Canadian National Railway. A few industrial uses are located in the Depot District, including Allied Instrument Services located at Clarence Avenue and Stanley Avenue. Parking demands for industrial uses vary, and may include large trucks.



Transportation, Communications and Utilities

This category of land use consists of parcels that contain public utilities and infrastructure. A number of utilities owned by private utility companies and governmental agencies exist in Berwyn. The network of railroad rights-of-way accounts for more than 10 percent of the city's land area.

Infrastructure and utilities is the second largest land use in the Depot District study area, accounting for just over 16 percent.

Open Space

Berwyn is home to a number of excellent parks and open spaces that promote recreational activities and support walkability between uses. The park districts maintain a number of natural open spaces, which constitute approximately 50 acres of open space (2 percent of the land area in Berwyn, less than one percent in the Depot District). Proksa Park, located at the corner of 31st Street and Home Avenue, is the largest public open space with a number of active recreational amenities.

Mode Share

Mode share indicates what percentage of commute trips are taken using a specific type of transportation, such as driving alone or transit. The vast majority (70.7%) of Berwyn residents drive alone, at rates higher than Cook County but close to the rate for the region. The rate of carpooling is significantly higher than the regional average, and the level of transit use is quite low, particularly considering that Berwyn has three Metra stations in the community and a number of Pace bus routes. The percentage of residents who walk or bike to work in Berwyn is comparable to that of the county, but slightly higher than regional averages.

Table 9. Mode Share, as Percentage of Commuting Workers

	Berwyn		Cook County		Region	
	Count	Percent	Count	Percent	Count	Percent
<i>Work at Home*</i>	558	N/A	93,836	N/A	171,635	N/A
Drive Alone	17,078	70.7%	1,485,736	65.2%	2,731,969	72.5%
Carpool	2,929	12.1%	221,832	9.7%	348,682	9.3%
Public Transit	2,745	11.4%	420,010	18.4%	489,131	13.0%
Walk or Bike	1,202	5.0%	124,078	5.5%	154,848	4.1%
Other	214	0.9%	26,844	1.2%	43,476	1.2%
Total Commuters	24,168	100.00%	2,278,500	100.00%	3,768,106	100.00%
<i>Source: 2008-12 American Community Survey, U.S. Census Bureau</i>						
<i>*Not included in "total commuters"</i>						

Transportation and Employment

Berwyn residents are employed in all areas of the seven-county northeastern Illinois region. While the City of Chicago is the top employment destination for residents, about 6.5% of Berwyn residents work



in Berwyn (Table 10). The neighboring Town of Cicero attracts a significant number of Berwyn residents as well. In terms of employment by county, nearly three-quarters (73.6%) of Berwyn residents that are active in the labor force are employed in Cook County, with DuPage County coming a distant second at about 12% (Table 11).

Table 10. Employment Location of Berwyn Residents by Municipality, 2011

	Count	Percent
City of Chicago	7,515	34.6%
City of Berwyn	1,404	6.5%
Town of Cicero	827	3.8%
Village of Oak Park	491	2.3%
Village of Elk Grove	351	1.6%
Village of Broadview	297	1.4%
Village of Melrose Park	288	1.3%
Village of Oak Brook	288	1.3%
City of Elmhurst	247	1.1%
Village of Forest Park	226	1.0%
Other Municipality	9,812	45.1%
Total Employed Population	21,746	100.0%
<i>Source - Longitudinal Employer-Household Dynamics, U.S. Census Bureau</i>		

Table 11. Employment Location of Berwyn Residents by County, 2011

	Count	Percent
Cook County	16,004	73.6%
DuPage County	2,634	12.1%
Lake County	453	2.1%
Will County	388	1.8%
Kane County	271	1.5%
Sangamon County	215	1.0%
McHenry County	153	0.7%
Winnebago County	131	0.6%
McLean County	89	0.4%
Champaign County	76	0.4%
Other County	1,332	6.1%
Total Employed Population	21,746	100.0%
<i>Source - Longitudinal Employer-Household Dynamics, U.S. Census Bureau</i>		

The workforce of Berwyn comes from all parts of the seven-county Chicago region. While close to a quarter (24%) of the workforce lives and commutes to Berwyn from the City of Chicago, the remaining individuals live throughout the region (Table 12). Only 14.5% of the city's workforce resides in Berwyn.



A significant portion of the city workforce resides in the neighboring communities of Cicero, Oak Park and Brookfield. Although the majority (75.2%) of workers in Berwyn comes from within Cook County, some are from as far as Lake County, Indiana (Table 13).

Table 12. Residence Location of Workers in Berwyn by Municipality, 2011

	Count	Percent
City of Chicago	2,361	24.0%
City of Berwyn	1,404	14.3%
Town of Cicero	477	4.8%
Village of Oak Park	232	2.4%
Village of Brookfield	172	1.6%
Village of Stickney	153	1.6%
City of Joliet	132	1.3%
Village of Westchester	130	1.3%
City of Naperville	121	1.3%
Village of Downers Grove	114	1.2%
Other Municipality	4,556	46.3%
Total Employed Population	9,852	100.0%
<i>Source - Longitudinal Employer-Household Dynamics, U.S. Census Bureau</i>		

Table 13. Residence Location of Workers in Berwyn by County, 2011

	Count	Percent
Cook County	7,411	75.2%
DuPage County	993	10.1%
Will County	600	6.1%
Kane County	158	1.6%
Lake County	115	1.2%
Kendall County	93	0.9%
McHenry County	74	0.6%
Lake County, IN	44	0.5%
Winnebago County	36	0.4%
Kankakee County	24	0.2%
Other County	304	3.1%
Total Employed Population	9,852	100.0%
<i>Source - Longitudinal Employer-Household Dynamics, U.S. Census Bureau</i>		

Berwyn's extensive transit and roadway network connect its residents to jobs in the region. In particular, proximity to the City of Chicago means that 37.7% of the region's jobs are accessible within a 45-minute drive of the City, and 31.8% of jobs are accessible with a less than 75 minute commute via



transit. These percentages are higher than the rest of the County and region (Table 14). However, this relatively high transit access has not translated into high transit ridership.

Table 14. Access to Jobs in the Region, by Travel Mode

	Berwyn	Cook County	CMAP Region
Regional Jobs Accessible by Automobile¹ (in absolute number of jobs and percentage of the region's total jobs)	1,782,883 jobs (46.8%)	1,410,840 jobs (34.8%)	1,105,197 jobs (24.5%)
Regional Jobs Accessible by Transit² (in absolute number of jobs and percentage of the region's total jobs)	1,565,018 jobs (41.1%)	1,450,768 jobs (38.1%)	1,129,678 jobs (29.7%)
Source: Chicago Metropolitan Agency for Planning, 2009. Weighted travel model for roadway and public transportation, with the base number of Total Jobs in the region estimated to be 3,802,984.			
¹ Accessible by Automobile = commute time of 45 minutes or less by car			
² Accessible by Transit = commute time of 75 minutes or less by bus or train			

Transportation Infrastructure

Planning and Healthy Communities

Small increases in the mode share of pedestrians and bicyclists to accomplish short trips can significantly increase public health, as well as reduce parking needs. The physical and mental health of residents can be improved with community design. The rise in chronic disease rates across the nation has put the spotlight on the relationship between public health and planning. The layout of buildings and parking, the concentration and diversity of uses, and pedestrian and bicycle amenities all influence mode choice.

According to the 2009 National Household Travel Survey, 50 percent of all trips are less than three miles and 28 percent are less than one mile. Complete streets that encourage active transportation for short trips over driving can improve people's health by increasing physical activity, reducing injury by creating safe places to walk and bike, improving air quality, decreasing mental health stresses, and strengthening the social fabric of a community.²

Parking also impacts walkability. When the amount of surface parking increases, buildings must be spaced further apart, making walking more of a chore, and less pleasant. When walking is enjoyable and feels safe, people walk more. Improving the walkability of streets and the perception of safety can encourage more trips on foot, as well as increase the distance drivers are willing to walk from a parking spot.

Finally, increasing the mode share of transit riders can also improve public health. Currently, about half of Americans do not meet the Surgeon General's daily recommendation of thirty minutes or more

² Centers for Disease Control and Prevention. Online: http://www.cdc.gov/healthyplaces/health_topics.htm.



of physical activity, However, Americans who use transit “spend an average of 19 minutes daily walking to and from transit; 29 percent achieve 30 minutes of physical activity a day solely by walking to and from transit.”³ Health experts even recommend parking further from your final destination to incorporate walking into daily activities.

Walking /Bicycling

Walkability is an important factor in the health of our communities. Elements of a walkable neighborhood include a central attraction, main street, or public space; buildings close to the street, and complete streets designed for safe travel for all modes – foot, bicycle, transit, and car. Access to amenities, stores, parks, and places of work are also important.

Having the ability to walk to accomplish errands or to reach a variety of amenities is good for personal health, the environment, and for household cost savings. The website WalkScore.com estimates the following:

- People in walkable places weigh 6-10 lbs. less than people in auto-oriented communities.
- For every ten minutes a person spends in a daily car commute, time spent in community activities falls by 10 percent.
- One point of Walk Score is worth \$3,000 in home value.

Walkability by Category (from WalkScore.com)

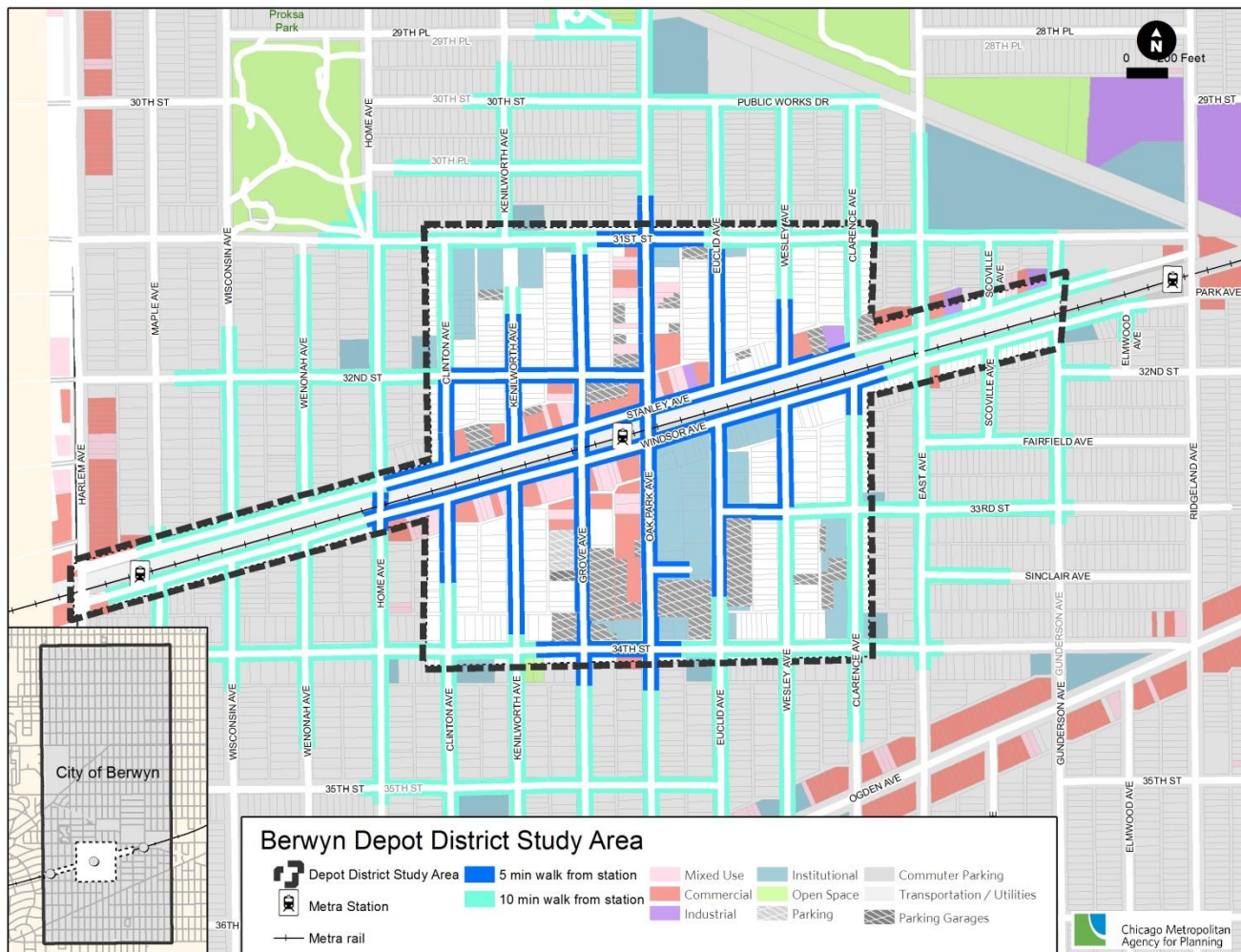
While the City of Berwyn has a WalkScore of 69 (“Somewhat Walkable”), the Depot District is considered “Very Walkable” with a WalkScore of 80. Factors that give the Depot District a higher WalkScore include: access to transit, nearby grocery stores, restaurants, shops, schools, and parks. From the intersection of Oak Park Avenue and Stanley Avenue, most errands can be accomplished on foot. This does not necessarily mean that more people are walking; it means that they could access many amenities within a walkable distance.

The entire Depot District study area is within a 10-minute walk from the central Berwyn Metra station (with the exception of Harlem Avenue at the western edge); most of the central Depot District businesses are within a 5-minute walk (Figure 6).

³ Besser, Lilah M. and Dannenberg, Andrew L., 2005. “Walking to Public Transit - Steps to Meet Physical Activity Recommendations.” Online: http://www.cdc.gov/healthyplaces/publications/besser_dannenberg.pdf (Accessed 3/1/2015).



Figure 6. Streets within walking distance from Berwyn Metra Station



The Active Transportation Plan for Berwyn, prepared by the Active Transportation Alliance, recommended a number of pedestrian routes, intersection improvements, and gateway locations. Within the study area, the central intersection of Oak Park Avenue where it crosses Windsor and Stanley is identified as a key hub, needing intersection improvements. The same applies to the where Harlem and Ridgeland also cross these streets. All three locations have Metra stations.

Other bicycle and pedestrian improvements recommended for the City of Berwyn, specific to the study area include school walking routes along 31st Street, Clinton Avenue, Home Avenue, Oak Park Avenue north of 31st Street, and 37th Street between Clinton and Ridgeland Avenue. There are also designated pedestrian corridors along Oak Park Avenue through the study area, and all of Ogden Avenue, as well as proposed pedestrian corridors along Stanley Avenue, Windsor Avenue, and Harlem Avenue.

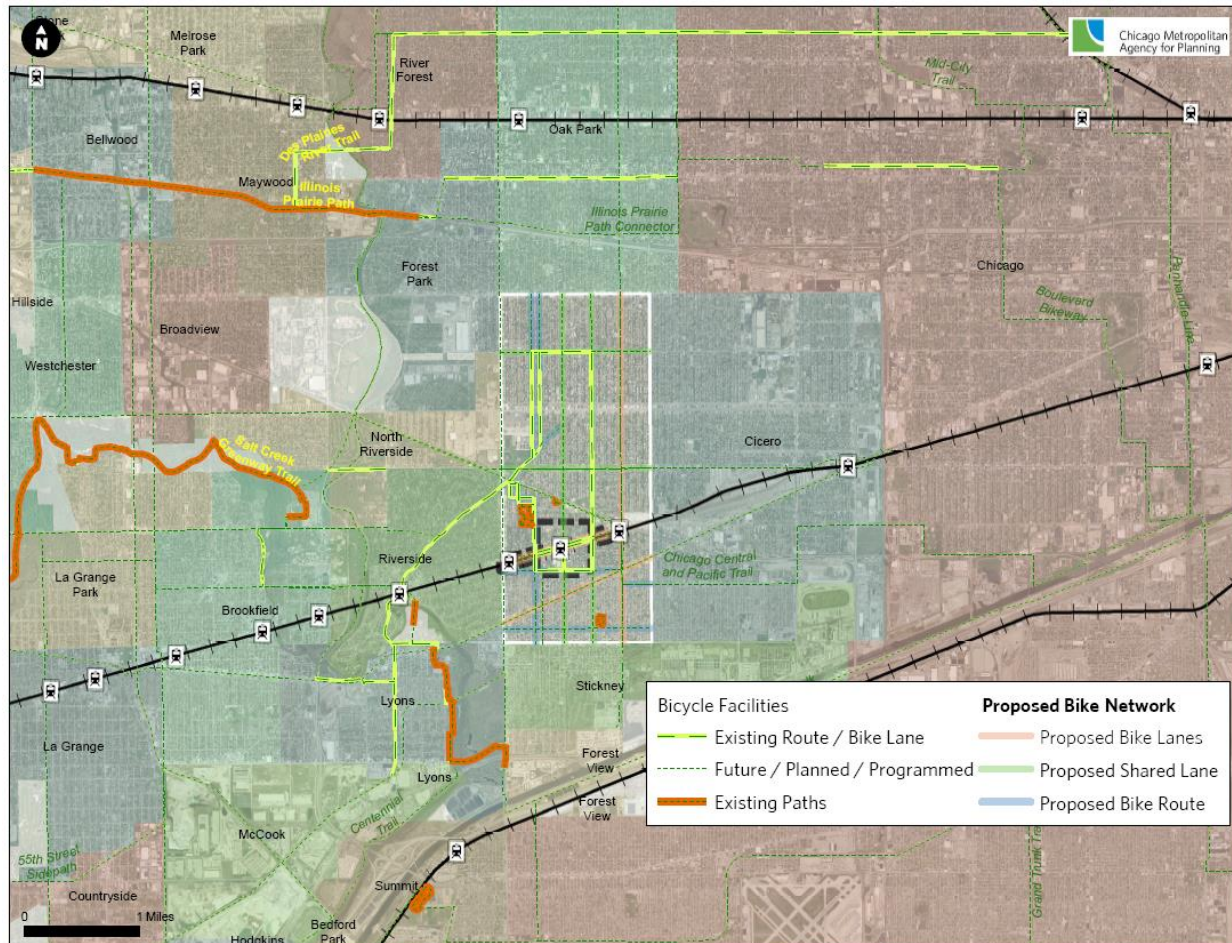
Routes and Trails

Berwyn is located close to two major regional trails: the Illinois Prairie Path to the north and the Salt Creek Greenway Trail to the west of Berwyn (Figure 7). Unfortunately, there are no good connections



to these trails from the City of Berwyn and they are primarily viewed as recreational routes, not as transportation assets.

Figure 7. Access to regional trails



As part of the 2014 \$52.7 million Transportation Enhancement Program for Illinois, Berwyn received \$109,400 to improve bicycle and pedestrian amenities in the City. The money was awarded specifically for installing shared lane markings along East Avenue, installing sidewalks along City and State owned arterial and collector routes, and installing bike route signage and destination signage along the City's bike network.

Bicycle and Pedestrian Amenities

Berwyn has an impressive network of sidewalks that create a pedestrian friendly environment in residential neighborhoods. Almost all the commercial corridors have sidewalks and streetscape amenities for pedestrians but are limited in their capability to create a safe pedestrian experience due to rights-of-way widths and speed of vehicular traffic. Streets in the residential neighborhoods also have sidewalks, but they have limited pedestrian amenities. Within the Depot District, streets have sidewalks and some pedestrian amenities, but limited bicycle connections to adjacent neighborhoods, parks, and community facilities, which discourages bicycling as an alternative mode of transportation within the district. However, the presence of a Metra station and pedestrian amenities within the Depot



District show potential of the area to foster a walkable shopping district. After several years of visioning the possibilities of the Depot District, the City of Berwyn received an appropriation of \$4.5 million in state funding to improve the district. The city plans to upgrade street infrastructure and amenities such as bike racks, trash cans, benches, refuse containers and lighting which will make it more pedestrian and bicycle friendly.

Safety

Level of Traffic Stress

According to a 2012 report from the Mineta Transportation Institute, a highly connected, low-stress network is fundamental to attract the highest numbers of bicyclists to the network.⁴ The method developed to measure traffic stress considers a number of factors, including the average daily traffic (ADT), the number of travel lanes, posted speed limits, and location of the center line. For streets where bicyclists and cars share the road, street width and speed limit are the primary factors affecting traffic stress. These ratings aim to estimate the level of stress that a bicyclist would feel while riding along different routes, without the need to survey every road in the study area.

Table 15. Level of Traffic Stress

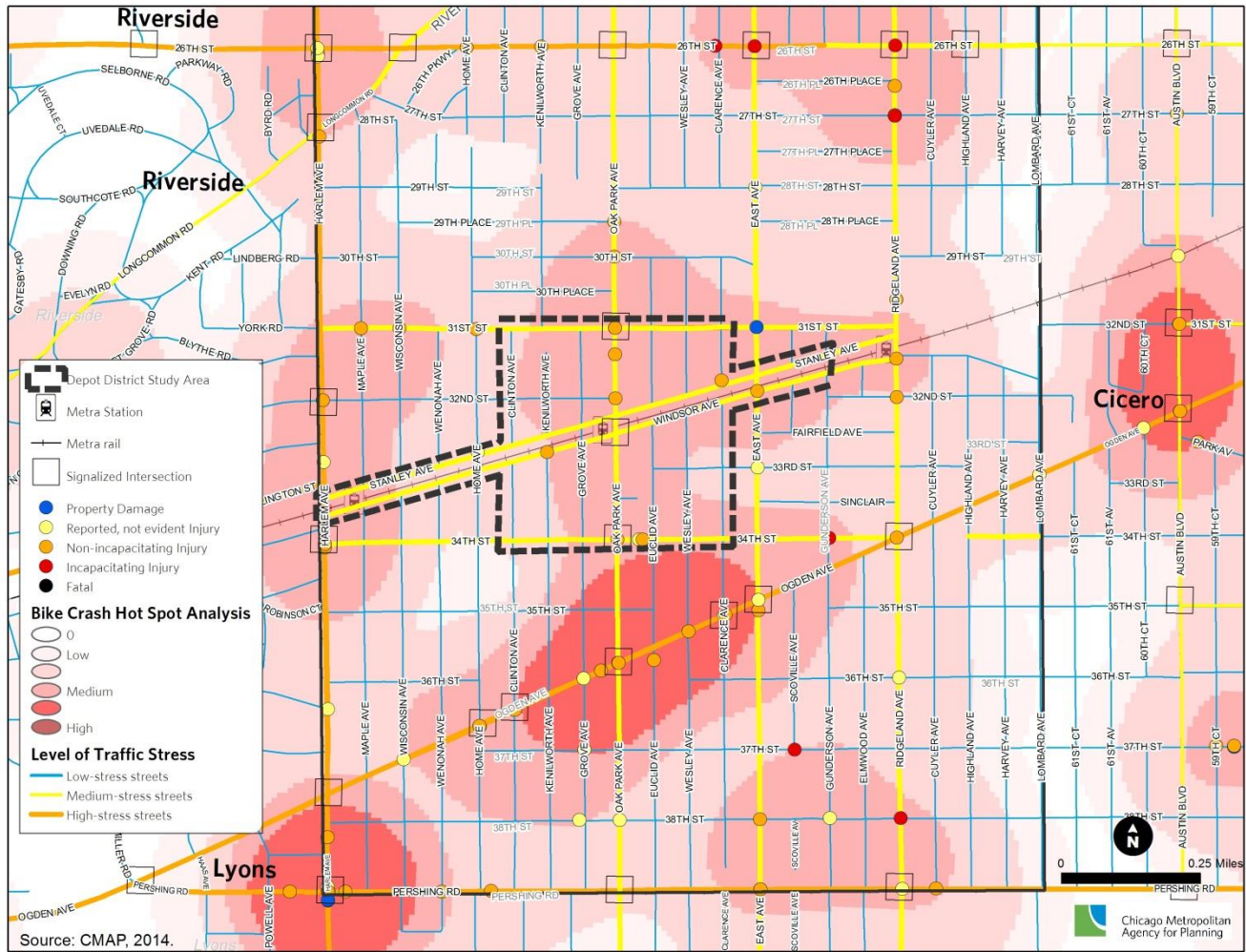
	Street Width			
Speed Limit	1	2 or 3 lanes	4 or 5 lanes	6 lanes or more
25 mph or less	LTS 1	LTS 1* or 2*	LTS 3	LTS 4
30-35 mph	LTS 2	LTS 2* or 3*	LTS 4	LTS 4
40+ mph	LTS 4	LTS 5	LTS 5	LTS 5
<i>*The lower LTS value applies to two-lane, local neighborhood streets without painted centerlines</i>				

According to Table 15, all roads in the Depot District could be classified as LTS 1 or 2 (low stress) except for Harlem Avenue, which is LTS 4 (Figure 8). South of the study area, Ogden is also LTS 4. Riding a bicycle in Berwyn is generally low-stress, with high-stress crossings and streets that should be avoided, if possible. For added detail, streets with higher ADT and or street activity were classified as LTS 3. According to the IDOT crash data, cyclists do ride along the high-stress, more dangerous roads and most crashes occur along those roads. There were also a number of crashes (between 2008 – 2012) along Oak Park Avenue, 31st Street, 34th Street, and a couple on Stanley Avenue and Windsor Avenue.

⁴ Mekuria, M. C., Furth, P. G., and Nixon, H. 2012. *Low-Stress Bicycling and Network Connectivity*. San Jose: Mineta Transportation Institute. Online: <http://transweb.sjsu.edu/PDFs/research/1005-low-stress-bicycling-network-connectivity.pdf>



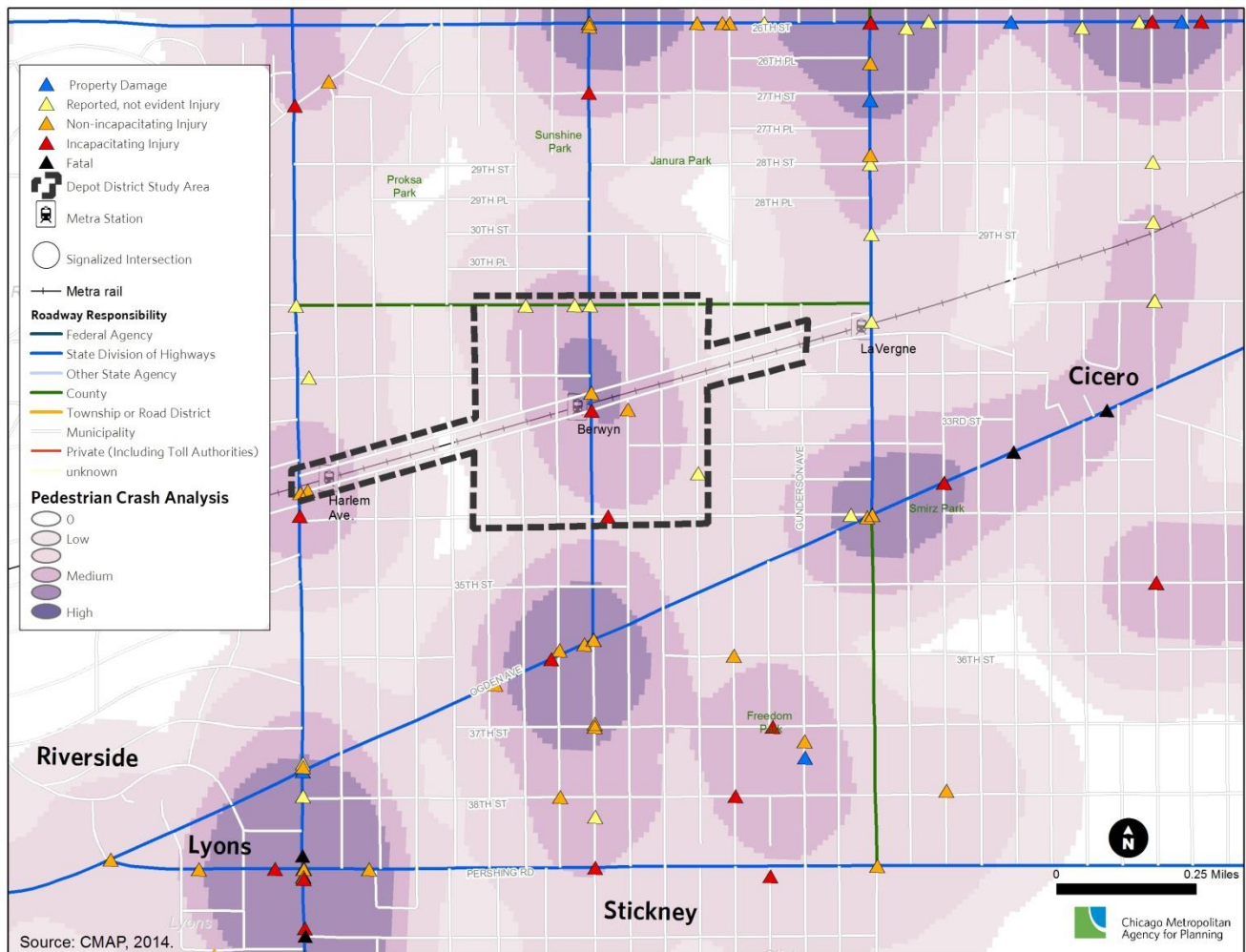
Figure 8. Bicycle Crashes in the Depot District



There have been fewer pedestrian crashes than bicycle crashes in the area including and immediately surrounding the Depot District, but there have been several fatalities (two along Ogden Avenue in Cicero, and two on Harlem in Lyons). Crashes for bicyclists and pedestrians are more prevalent along state roads and county roads, rather than on local streets.



Figure 9. Pedestrian Crashes in the Depot District



Transit

Berwyn's public transportation service consists primarily of Pace Buses and the Metra Rail BNSF route, which largely serves commuters who work in downtown Chicago. Berwyn riders can access the Metra from three stations in the community: LaVergne, Berwyn, and Harlem Avenue. There are also Metra stations in the neighboring communities of Riverside and Cicero both of which are within five minutes' drive of Berwyn.

Metra

The Burlington Northern Santa Fe (BNSF) Metra line travels from downtown Chicago, through Berwyn with three stations in the community, to Aurora. The Metra BNSF Line is the busiest route in the entire regional commuter rail system. In June, 2014, it recorded more than 1.45 million total boardings, over one-third more than the line with the second most ridership. The route is 37.5 miles long, from Union Station to Aurora. Of the 28 stations along the line, three are in Berwyn- LaVergne, Berwyn and Harlem Avenue. The Berwyn Metra station, which is centrally located in the Depot District and is the most used Metra station in the City, had the 80th highest number of boardings in 2006 (not counting Chicago



Union Station). The Harlem Avenue Metra station ranked 102 and the LaVergne station ranked 181 out of 234 outlying Metra stations by number of boardings.

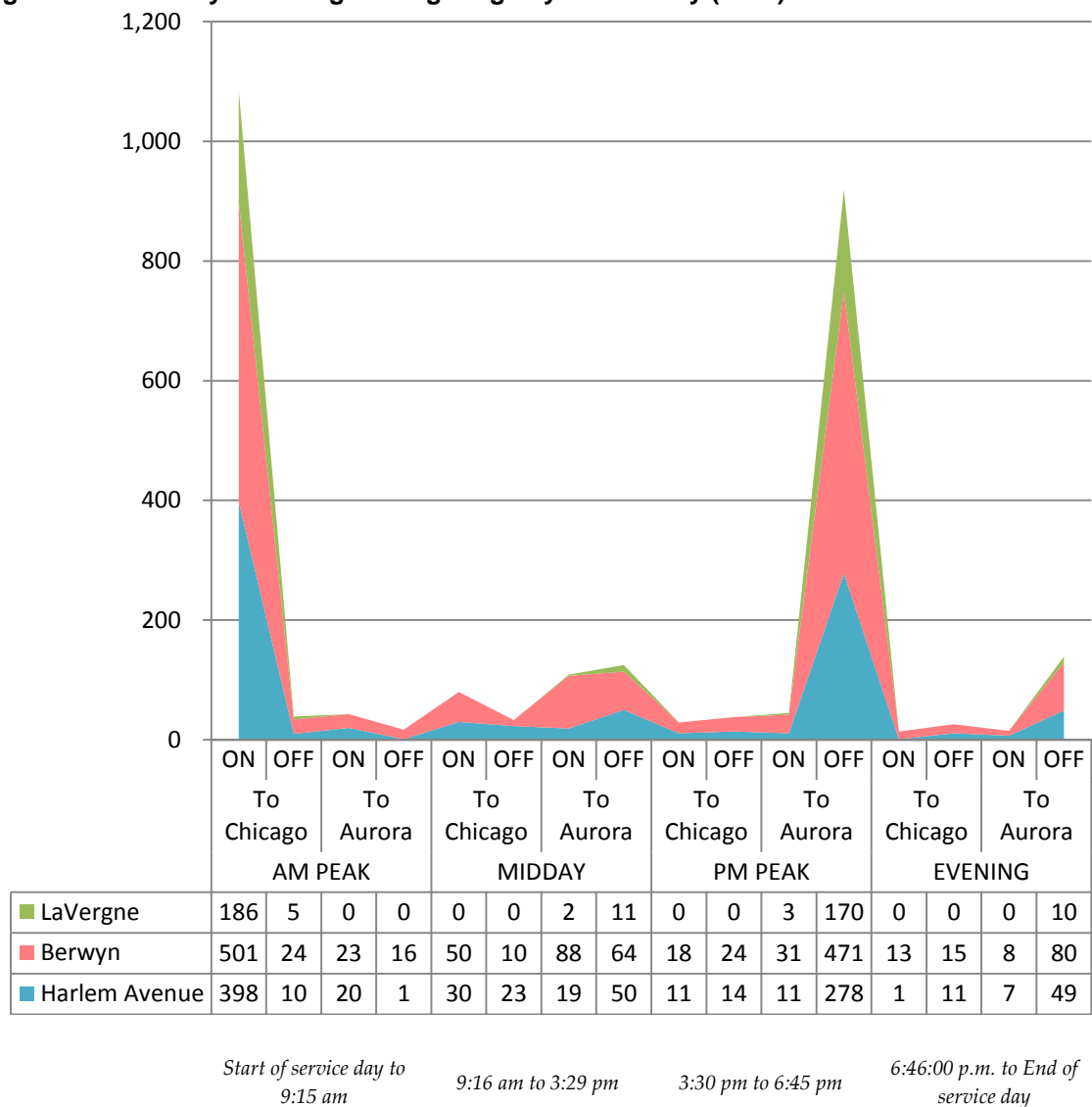
With one-half mile between stations, Berwyn has a relatively dense grouping of stations compared to many other parts of Metra's service area. Berwyn residents and employees can also use Riverside or Clyde Metra stations which are one mile and 0.6 miles from Harlem Avenue and LaVergne stations, respectively. Harlem is the last station in Zone B, so it is more attractive to riders who might normally depart from Riverside going inbound to Chicago. For example, a monthly pass between Harlem and Chicago is \$99.75, while a monthly pass between Riverside and Chicago is \$135.50. Both of these stations are less than a five minutes' drive from the city boundary.

Metra Ridership

A Metra survey in the fall of 2006 found that usage of the commuter rail service in Berwyn followed traditional commuting patterns with the vast majority of riders boarding an inbound train toward Chicago in the morning and alighting from an outbound train from Chicago in the evening (Figure 10). Little evidence of reverse commuting or other non-traditional usage patterns is present in the data. Ridership from 1983 to 2006 shows some peaks and valleys in the number of commuters. For the most part, though, ridership has remained relatively consistent since the 1980s (Figure 11), with 2006 being lower than previous years.



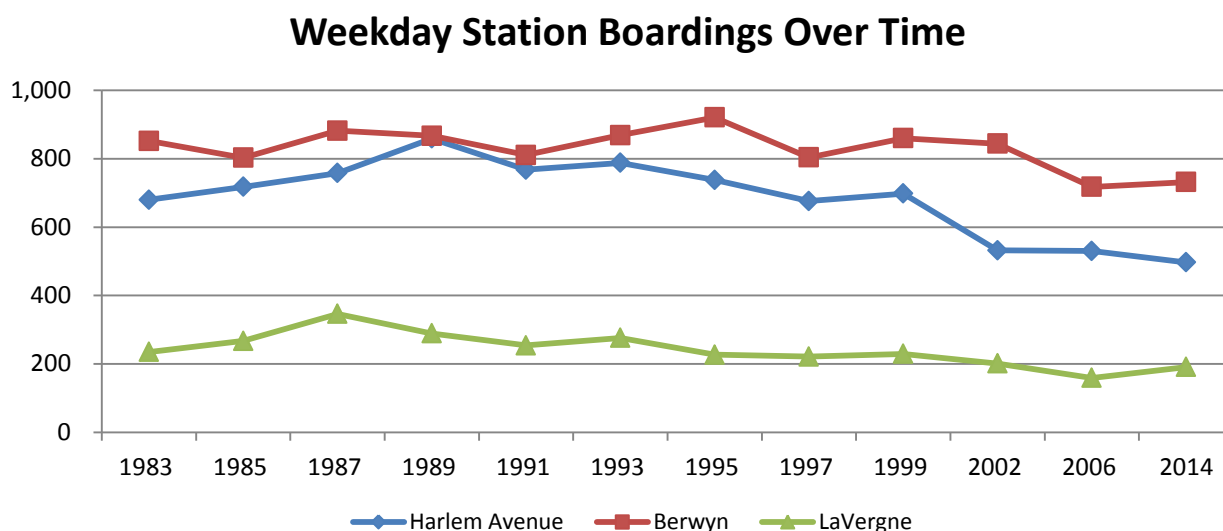
Figure 10. Weekday Boardings & Alightings by time of day (2014)



NOTE: Time-of-Day breakdowns are based on times trains arrive or depart Chicago Union Station



Figure 11. Berwyn Metra Weekday Ridership, 1983 – 2014



Metra data from 2006 also show that more than half of weekday station boardings in the municipality occurred at the Berwyn station. Boardings at the Harlem Avenue station accounted for about 38 percent of the total, and boardings at the LaVergne station accounted for just over 11 percent.

Mode of Access to Metra stations

According to Metra’s most recent commuter survey, most riders access the Metra stations in Berwyn by walking or driving alone (Figure 12) and commuter parking is provided at the Metra stations although the parking lots are not fully utilized. Compared to the 2006 mode of access survey, more people are walking, biking, carpooling, and taking a bus to get to the Metra stations in Berwyn and fewer people are driving alone or getting dropped off (Figure 13).

Table 16 summarizes ridership and parking information provided by Metra for each station.

Table 16. Metra Boardings and Parking

Metra Station	Rail Line	Boardings, 2014	Parking Capacity, 2013	Observed Parking Utilization, 2014
Harlem Avenue	BNSF	497	154	39%
Berwyn	BNSF	732	530	68%
LaVergne	BNSF	191	172	29%
Source: RTAMS				



Figure 12. 2014 Mode of Access to Berwyn Metra Station (Depot District)

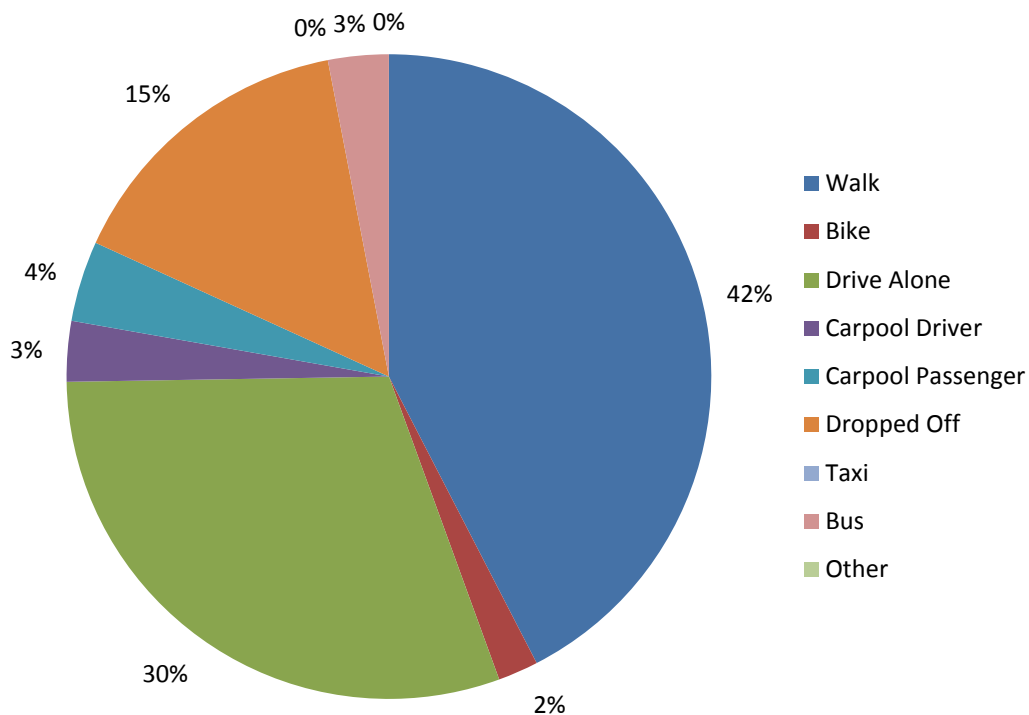


Figure 13 below shows the breakdown of access mode – or how Metra riders arrive at the station, and the percentage of riders at each station (2006 and 2014):

Figure 13. Average Mode of Access to (3) Berwyn Metra stations, 2014 and 2006

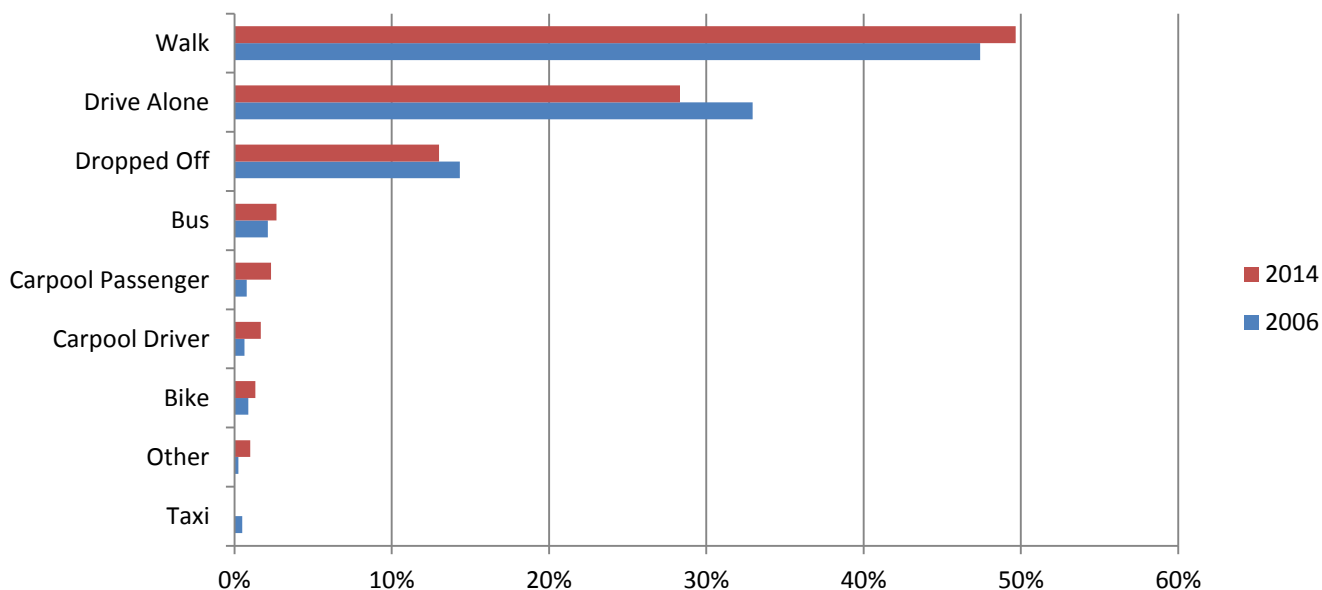
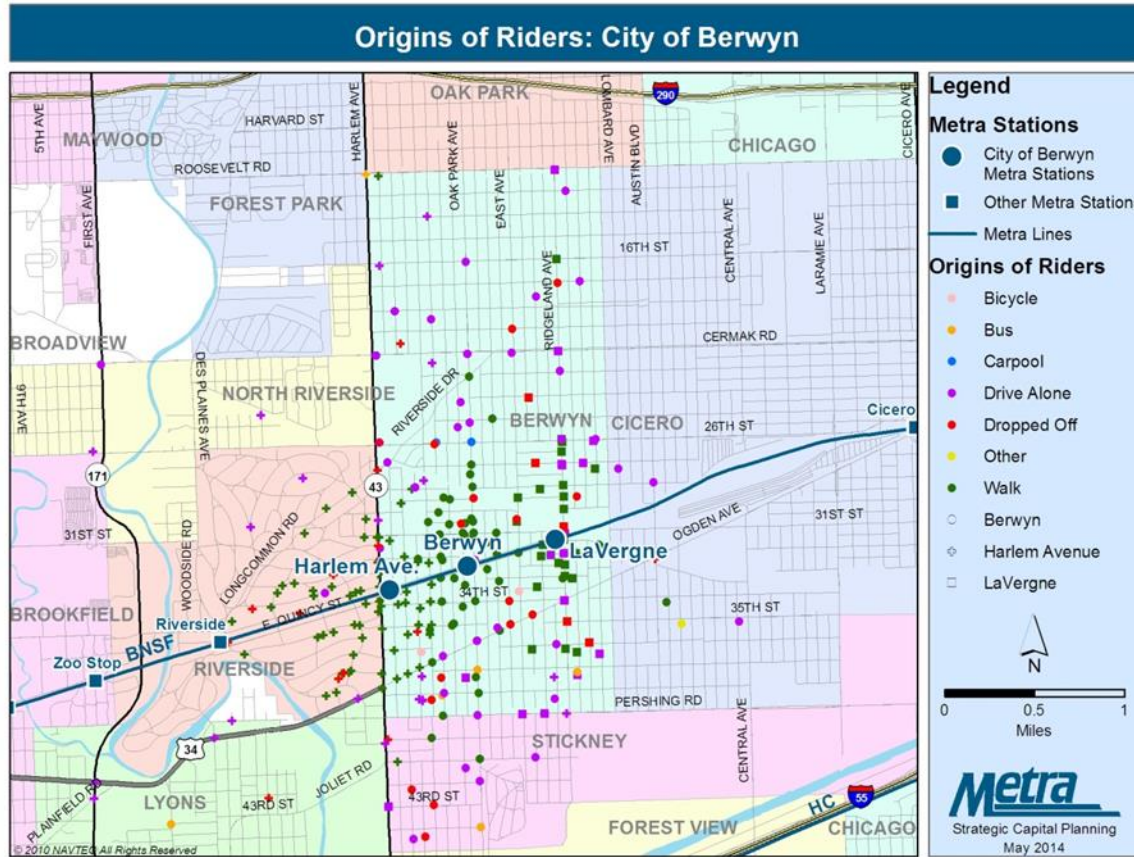


Figure 14. Metra Station Mode of Access, 2006



Pace Bus

Pace Suburban Bus provides a variety of transit services in Berwyn including fixed bus routes, vanpools, and Dial-a-Ride programs, which provide connections between Berwyn, downtown Chicago, O'Hare airport, Midway airport and adjacent communities. Seven Pace bus routes serve the City of Berwyn: 302 Ogden/Stanley, 304 Madison–19th Street, 307 Harlem, 311 Oak Park Avenue, 315 Austin–Ridgeland, and 322 Cermak Road–22nd Street. Two of these bus routes serve the Depot District; route 302 runs primarily along Stanley Avenue and route 311 runs along Oak Park Avenue. Both of these Pace bus routes serve the Berwyn Metra station, which is centrally located in the Depot District. The average weekday ridership on route 302-Ogden/Stanley, which runs along northern side of the BNSF tracks within the Depot District, is 649 passengers. Route 311 has an average weekday ridership of about 1500 passengers (Table 17). An analysis of the ridership data for these bus routes show that there was a general decline in ridership from 2008 to 2012, but the numbers have been increasing since 2013.⁵

⁵ Regional Transportation Authority Mapping & Statistics. Ridership information. <http://www.rtams.org/rtams/ridershipTables.jsp?dataset=paceBus&ridershipID=311>

Table 17. Pace Route Ridership*, 2014

PACE Bus Route	Weekday Ridership	Saturday Ridership	Sunday Ridership
Route 302 Ogden/Stanley	649	352	No service
Route 311 Oak Park Avenue	1510	494	115
Source: RTAMS			
*Ridership is averaged over the course of six months (January – June 2014)			

Roadways

In Berwyn, roadways are classified as arterial (principal and minor), collector, and local roads. Within the Depot District study area, most streets are local roads with a handful of collector streets (Figure 15). Harlem Avenue is the only state-designated truck route (Table 18) and the only principal arterial in the study area.

Table 18. Jurisdiction of Non-Local Roads

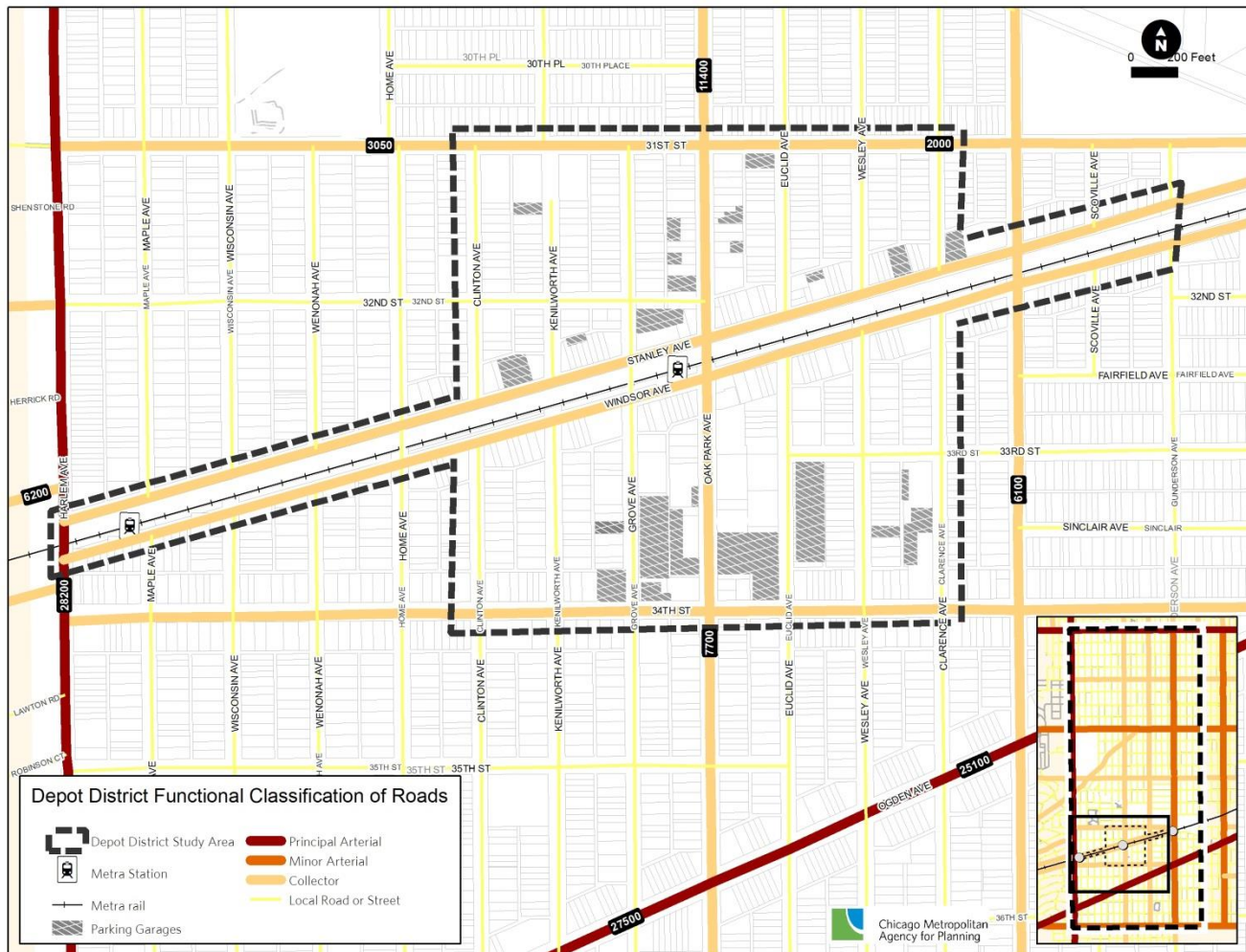
Road Name	Jurisdiction	Right-of-Way (ft.)	Traffic Count (ADT)	Truck Volume (ADT)
Harlem Avenue	IDOT	66	33600	2850
Ogden Avenue	IDOT	100	27500	Not a truck route
Oak Park Ave	IDOT	66	11400	Not a truck route
Ridgeland Avenue	County	80	9700	Not a truck route
31 st Street	County	80	3050	Not a truck route
Source: Illinois Department of Transportation				

Several streets in the city, in all categories and types of areas, from residential neighborhoods to commercial districts are in poor condition and are in need of repair. While roadway improvement projects may restrict traffic flow and impact local businesses, they provide opportunities to address some of the problems faced by pedestrians and bicycle users of the roadways in the community.



Functional Classification

Figure 15. Functional Classification of Roadways in the Depot District



Principal Arterials

Principal arterial are primarily designed to accommodate high traffic volumes and to accommodate longer distance trips. Berwyn has three principal arterials - Roosevelt Road, Ogden Avenue, and Harlem Avenue. Harlem Avenue, which serves as the eastern border of the community, is a principal north south arterial. Ogden Avenue, which runs diagonally in the southern part of the city, provides northeast-southwest mobility. Roosevelt Road, which recently underwent improvements that incorporated pedestrian improvements, serves as the northern border of the community and is outside of the study area.

Minor Arterials

Similar to principal arterials, minor arterials provide continuity and high traffic volume movement for travel over long distances within the region and between major activity centers, such as commercial centers. There are no minor arterial streets in the study area. Outside of the study area, minor arterials include: Cermak Road, Pershing Road, and Ridgeland Avenue.



Collectors

These roads “collect” and distribute traffic from local thoroughfares to the arterial and regional thoroughfares. Generally, collectors have narrower rights-of-way than do arterials, though many of their design elements are the same as those of arterials. Collector roads in the study area include 31st Street, 34th Street, Oak Park Avenue, East Avenue, Windsor Avenue and Stanley Avenue. Most of the collector roads in Berwyn have one lane in each direction with occasional turning lanes or medians.

Local Roads

All the remaining streets in the study area are classified as local roads and are under jurisdiction of the municipality. By definition, local roads provide access to commercial developments and residential development and connect to collector and arterial streets. Travel speeds, trip lengths, and traffic volumes on local roads are generally low and access to adjoining property is generally unrestricted. The local road network accommodates convenient access to shopping districts, Metra train stations, schools, parks, hospitals, and other community destinations.

The number of miles Berwyn households drive is higher than that of Cook County households, but less than the figure for the metropolitan region. The figures in Table 19 include work trips as well as travel for other daily activities.

Table 19. Annual vehicle miles traveled (VMT) per household, 2011

City of Berwyn	Cook County	Chicago Region (MSA)
17,232 Annual Miles	15,780 Annual Miles	18,272 Annual Miles
Source: Center for Neighborhood Technology, “H+T Affordability Index” website: http://htaindex.cnt.org/map/		

Connectivity

Street connectivity is a way of assessing the ease of travelling between destinations within a local street network. Berwyn’s overall street network exhibits a high level of connectivity, which varies by land use. Residential streets are primarily laid out in a grid network, enhancing the connectivity within the community. They are predominantly between 25 and 30 feet wide, a relatively narrow width that encourages slower driving and is safer for pedestrians.

While most residential neighborhoods have a perfect grid street pattern, non-residential areas like industrial districts, opens space, and areas adjacent to the railroads exhibit limited connectivity. The street pattern north of Cermak Road is almost a perfect grid but the grids are occasionally interrupted by railways in the southern part of Berwyn, as well as some of the streets that run diagonally, such as Ogden Avenue, Stanley Avenue, Windsor Avenue and Riverside Drive. Exceptions to the grid pattern also exist on certain blocks that are occupied by large parks like Proska Park and Sunshine Park along 29th Street as well as Freedom Park on 37th Street.

Within the study area, the BNSF rail line is the major barrier to street connectivity with only four at-grade crossings and significant freight delay.

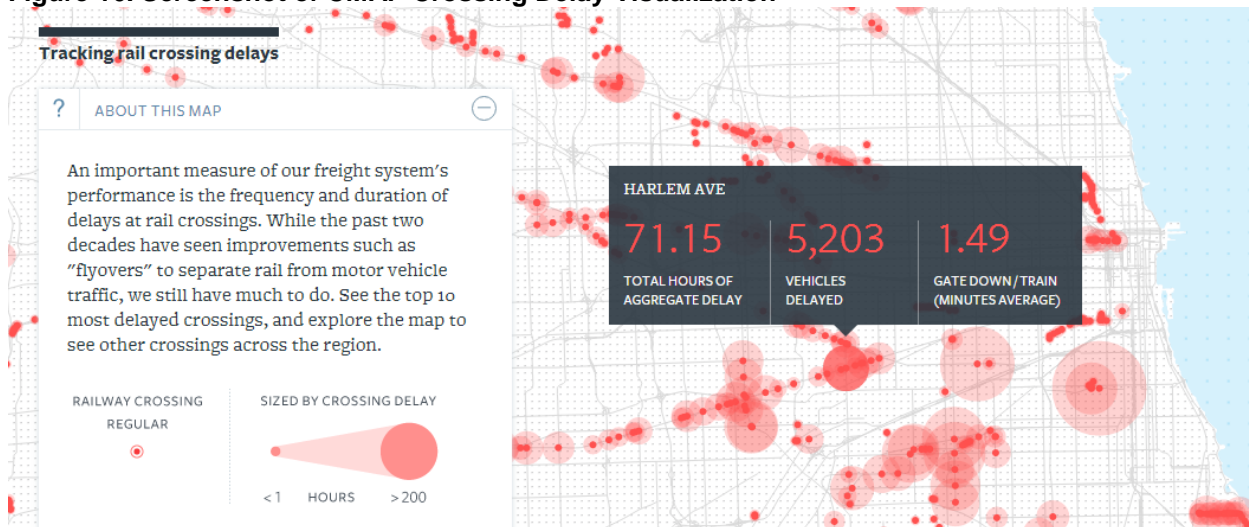


Freight

While Berwyn is not a destination for freight transportation, it is significantly affected by the BNSF tracks running through the community. An average of 143 trains pass through the station per day, with approximately 100 serving commuter passengers⁶. In addition to the Metra trains, about 35 daily freight trains and 8 Amtrak trains use the BNSF railway. Travelers seeking to get from one side of the tracks to the other frequently experience delays and congestion when a train is passing through the community; for example, a coal train can have from 110 to 120 cars per train. This is also seen as a deterrent from using the long-term parking north of the tracks for employees who work south of the tracks; people dislike being exposed to the weather while waiting for trains to pass and the uncertainty of when a train might come and how long they might have to wait. The City is looking into design and construction of safety improvements at rail crossings in hopes of preventing trains from blowing their horns. A four-quad gate system has already been installed at the at-grade Oak Park Avenue railway crossing to improve safety.

To measure rail crossing delays, CMAP created a visualization of delay at crossings throughout the region. Harlem Avenue is significantly affected by rail crossing delay, with more than 70 hours of aggregate weekday delay experienced by over 5,000 vehicles (Figure 16).⁷

Figure 16. Screenshot of CMAP Crossing Delay Visualization



⁶ Fieldman, Chuck. "Trains part of daily life in Doings communities." The Doings WPB, 24 May 2012. <http://WPB.suntimes.com/12685966-417/trains-part-of-daily-life-in-doings-communities.html>

⁷ For more information about this screenshot, see CMAP's Mobility Visualizations: <http://www.cmap.illinois.gov/mobility/explore#/topic/freight/crossing-delay>

Additional Outreach Information

Early meetings

City Board Presentation

City staff met with City Board Members during the May 27, 2014 City Board Committee of the Whole meeting. City staff gave a brief presentation outlining the purpose of the project, the proposed planning process, and the estimated timeline.

Public Kick-off Open House

On August 2, 2014 a public kick-off open house was held in the Community Room of the Berwyn Police Department to better understand the public's perspective on parking issues and opportunities. The open house was designed to solicit information on the strengths and challenges of the City's transportation system via different stations set up around the room. Limited attendance afforded staff the opportunity to coordinate an in-depth group discussion on parking and transportation.

The room was set up with six interactive stations. The first station asked participants about their travel priorities and travel modes via a dot-voting exercise. The next four stations presented maps of the community and asked participants to locate and describe specific problem areas or assets using a dots and post-it notes. Each station was devoted to one of four modes of transportation – driving, walking, biking, and taking transit. The last station used a PowerPoint presentation to provide participants with information about current parking conditions in the Depot District through a set of maps displaying results from a parking turnover survey and parking occupancy survey.

Table 20. Public Participation

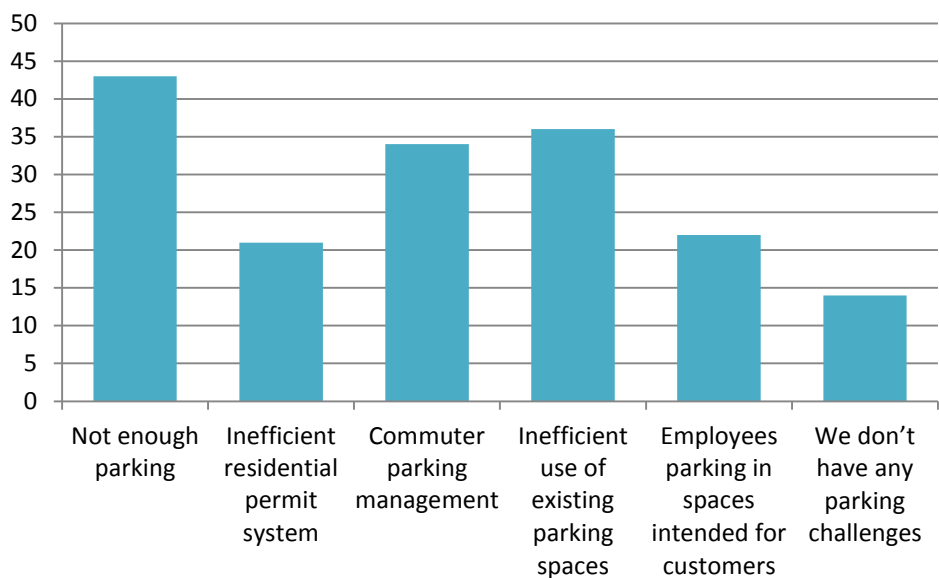
Public Engagement Activities	Number of Participants
1st Steering Committee Meeting	6
Key Person Interviews	19
Public Kick-off Open House	7
Community Survey	140
Total	172

Survey result details

Participants were asked a number of questions about their parking priorities and challenges. First, they were asked to report their biggest challenges to parking in the Depot District (Figure 17). Overall, parking challenges were distributed among the options. Not enough parking, inefficient use of existing parking spaces, and commuter parking management were identified as the biggest challenges among survey participants, while employers parking in spaces intended for customers and inefficient residential permit system were noted less frequently. About 14 respondents said that Berwyn does not have any parking challenges.



Figure 17. Biggest Perceived Parking Challenge in Depot District



Participants were also asked to identify their top two priorities for parking and transportation in the Depot District (Figure 18). Overall, more parking available on-street received the most votes while more balanced usage of existing spaces came in as participants' second priority. Figure 19 shows how participants think the City of Berwyn should address the parking challenges in the Depot District. Overhaul commuter parking accommodation was the most favorable by a significant number of survey respondents compared to other answer choices.

Figure 18. What are your top two priorities for parking and transportation in the Depot District?

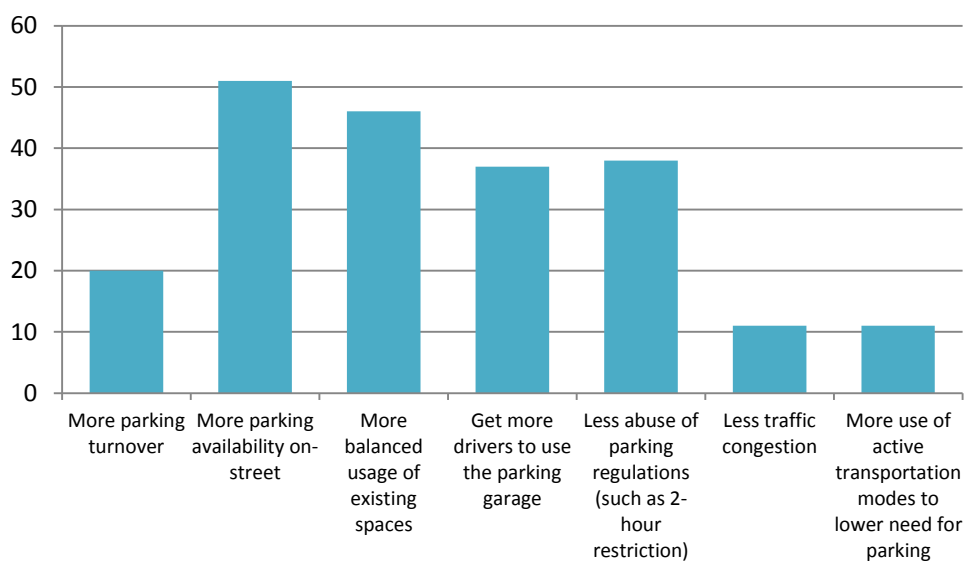
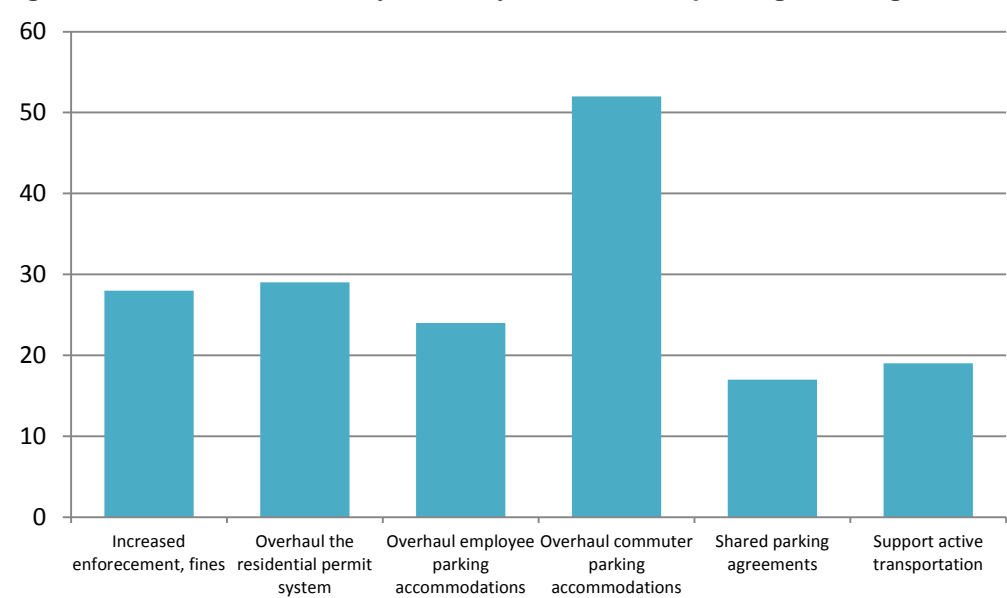


Figure 19. How should the City of Berwyn address the parking challenges in the Depot District?



A majority of survey respondents live and shop in the Depot District (Figure 20), and more have access to a car (personal or shared) compared to transit and bike (Figure 21). Respondents who visit the Depot District do so for doctor appointments and the local businesses, particularly restaurants and beauty salons.

Figure 20. What are your primary reasons for coming to the Depot District?



Figure 21. I have access to (a):

